

IN THE SPECIFICATION

Please add the following paragraphs after paragraph [0032]:

**[0032.1]** The invention also provides for a vehicle tire comprising a tread rubber profile comprising grooves running in a circumferential direction, diagonal grooves, two shoulder block rows and a pair of center block rows arranged between the two shoulder block rows. The grooves run in a circumferential direction comprising a center circumferential groove and first and second circumferential grooves arranged on opposite sides of the center circumferential groove, whereby the first circumferential groove is arranged between one of the pair of center block rows and one of the two shoulder block rows and whereby the second circumferential groove is arranged between another of the pair of center block rows and another of the two shoulder block rows. Each of the center, the first, and the second circumferential grooves have groove edges such that a plane which is perpendicular to the axis of rotation of the tire is located between the groove edges without intersecting the groove edges. Each diagonal groove is a swept groove and/or a continuously curved groove that extends from the center circumferential groove to a respective tread rubber edge, each diagonal groove running essentially continuously up to and beyond the tread rubber edge, and each diagonal groove passing through one of the center block rows and one of the shoulder block rows, whereby the diagonal grooves define the blocks in the circumferential direction. Each of the two shoulder block rows and each of the pair of center block rows comprises blocks. Each of the blocks comprises a plurality of fine indents running generally parallel to one another. The fine indents of the blocks of the two shoulder block rows are sinusoidal indents and the fine indents of the blocks of the pair of center block rows are one of stepped and saw-toothed. The tread rubber profile has a road contact area defined by a width Y and a center profile area defined by a width X, whereby the width Y at least partially encompasses the two shoulder block rows and whereby the width X is generally defined by axial outer edges of the pair of center block rows. A ratio of the width X to the width Y increases as a diameter of a rim  $D_R$  to which the vehicle tire can be connected decreases.

**[0032.2]** The invention also provides for a vehicle tire comprising a tread rubber profile comprising a center circumferential groove, a left side shoulder block row, a right side shoulder block row, a left side inner block row and a right side inner block row, a left side circumferential groove and a right side circumferential groove, wherein the left side circumferential groove is arranged between the left side inner block row and the left side shoulder block row and wherein the right side circumferential groove is arranged between the right side inner block row and the right side shoulder block row. Each of the center, the left side, and the right side circumferential grooves have groove edges such that a plane which is perpendicular to the axis of rotation of the tire is located between the groove edges without intersecting the groove edges. Each of the left and right side shoulder block rows and each of the left and right side inner block rows comprise blocks. The blocks are defined by continuously curved diagonal grooves that extend from the center circumferential groove to a respective tread rubber edge, each continuously curved diagonal groove running essentially continuously up to and beyond the respective tread rubber edge, whereby left side continuously curved diagonal grooves pass through the left side inner block row and the left side shoulder block row and whereby right side continuously curved diagonal grooves pass through the right side inner block row and the right side shoulder block row. Each of the blocks comprises a plurality of fine indents running generally parallel to one another. The tread rubber profile has a road contact area defined by a width Y and a center profile area defined by a width X, whereby the width Y at least partially encompasses the left and right shoulder block rows and whereby the width X is generally defined by axial outer edges of the left and right inner block rows.

**[0032.3]** The invention also provides for a vehicle tire comprising a tread rubber profile comprising a center circumferential groove, a left side shoulder block row, a right side shoulder block row, a left side inner block row and a right side inner block row, a left side circumferential groove and a right side circumferential groove, wherein the left side circumferential groove is arranged between the left side inner block row and the left side shoulder block row and wherein the right side circumferential groove is arranged between the right side inner block row and the right side shoulder block row. Each of the center, the

left side, and the right side circumferential grooves have groove edges such that a plane which is perpendicular to the axis of rotation of the tire is located between the groove edges without intersecting the groove edges. Each of the left and right side shoulder block rows and each of the left and right side inner block rows comprise blocks. The blocks are defined by continuously curved diagonal grooves that extend from the center circumferential groove to a respective tread rubber edge, each continuously curved diagonal groove running essentially continuously up to and beyond the respective tread rubber edge, whereby left side continuously curved diagonal grooves pass through the left side inner block row and the left side shoulder block row and whereby right side continuously curved diagonal grooves pass through the right side inner block row and the right side shoulder block row. The tread rubber profile has a road contact area defined by a width Y and a center profile area defined by a width X, whereby the width Y at least partially encompasses the left and right shoulder block rows and whereby the width X is generally defined by axial outer edges of the left and right inner block rows. The center circumferential groove is generally narrower than the left and right side circumferential grooves. The left and right side shoulder block rows comprise a width that is greater than a width of either of the left and right inner block rows.